ASH WEDNESDAY.

CONTINUED FROM EIGHTH PAGE.

day and Thursday—Celebration at seven A. M.; maths at nine A. M., and even song (with sermon) at eight P. M. Good Friday—Matins, Litany, reproaches, pro-anaphoral service negimning at nine A. M., and service after three hour's agony at half-past twelve P. M. Easter Sunday—Low celebration at seven A. M.; matins at forty-five minutes past nine; solemn celebration at half-past ten A. M.

TRIGGER TOURNAMENT.

Contest for the Double Bird Championship Badge.

Splendid Field of Participants-All the "Cracks" of the Country Present-Great Gathering of the Interested-Miles Johnson, of New Jersey, the Winner-Extraordinary Score.

"They have come from the West, from the East, from the Middle States, and the Lord only knows where, to shoot for this badge, and these professional shooters have done nobly and the bauble has been well won."

the several aspirants for the magnificent badge given by Captain I. R. Sealy, of Long Island, vesterday afternoon, after it had been announced that Miles Johnson, of New Jersey, was the lucky one in a contest of an extraordinary character in pigeon

"And killing twenty-eight birds out of fifteen double rises is a score, sir, unequalled in the history of such shooting."

The impressions of the talkative aspirant were the feelings of some seven hundred gentlemen who journeyed by cars, on boat and in carriages to witless the decision for the golden token that had been prepared for the pigeon shooting tournament on the grounds of the Long Island Pigeon Shooting Club, near Jamaica, L. l. The occasion had been well chosen. It was the fancy's reibute to the memory of the immortal Washington, and never in the history of like amusement in this country has there been such a festive gathering, and never has better feelrug or more general satisfaction been expressed at

THE OCCASION.

The excitement apparent at this time in the circles of the professional and amateur pigeon shots of this vicinity promuted Captain Sealy to give the badge of gold, studded with diamonds, to the best marksbeing that it should be contested for under the rules of the Long Island Club, and that the birds should be shot from H and T traps, eighteen yards rise and 100 yards boundary, one onnee and a quarter of shot. The publicity given to the proposed event in the HERALD created a luror among the interested far and wide, and as early as ten o'clock yesterday morning they began to throng the hotel of the generous Sealy and talk "shoot."

Everybody was on hand. The premises were redolent of powder and shot. Guns-single barrel, double barret, muzzle loaders and breech loaders, some worth \$500 and others not twenty shillings—were everywhere around. You could not mistake the oc-casion. Everything pointed to it and all were coo-cooling in anticipation of the sport.

casion. Everything pointed to it and all were coo-cooling in anticipation of the sport.

By the original terms the champlonship badge had been agreed to be given to the winner on consideration of his holding himself in readiness to shoot any challenger for a sum not less than \$500 within three months of challenge, and if the party holding it should defeat all contestants for the term of two years it should become his personal property. These conditions were not agreeable, it was ascertained, and, upon reflection, they were changed, so that the winner might become the owner of the badge without restrictions. The announcement of this decision mightily pleased the crowd, and at noon, a list being prepared, it was soon filled with the following mames, the entrance being twenty-live dollars each:

soon filed with the following names, theing twenty-five dollars each:

John Taylor, Jersey City, N. J.

W. D. Southard, Poughkeepsie, N. Y.
Geo, J. Romer, Poughkeepsie, N. Y.
E. W. Tinker, Providence, R. L.
Miles Johnson, Yardvute, N. J. Miles Johnson, Yardville, N. J. Captain E. M. Jones, Fire Island, N. Y. Horace Ramsey, New York. Ira A. Paine, New York. Captain A. H. Bogardus, Illinois.

Doxey, Illinois. L. Sewell, New York.

A. L. Sewell, New York.
Alva Merrili, Boston.
The large number of entries so pleased the giver of the badge that when he found that twelve had signified their intentions of participating he concluded to make a second prize, of \$100 in money. Shout after shout came from the assembled at this additional manifestation of generosity, and at one o'clock the hotel was deserted
FOR THE FIELD.

Legal gentlemen of distinction mingled with farmers, and nice young men who are immense favorites with the ladies, with laborers of cast-iron teatures. Here was a doctor, with brigand hat and Mephistophilean swagger; there a rea-bearded and portiy tavern keeper, reinforced by his dog; beyond him

tophtican swagger; there a rea-bearded and portive tavern keeper, reinforced by his dog; beyond him the professional sport in natty dress, and so on to the sundry citizens in foundly striped pantaloons, who paid their admission, and with sagacious countenances crowded to the front, making up an appreciative gathering, awaiting with ill-concealed anxiety the opening of the tournament.

Soon the twelve earnest shooters gathered in a throng and with one admission decided to accept Mr. Parks for both

Mr. Parks for both
Judge and defense,
deeming his great experience and proverbial qualities of justice and love of fair dealing just what was
desired on such an extraordinary occasion. In the
absence of a greater number of traps it was decided
to use but two and arrange the respective strings
so that both could be pulled at the same instant.

so that both could be pulled at the same instant, 34kB, an ebony colored piece of humanity and a nigger, who had written all over his face, "You can't look olds yer chicken," was accepted as handler and trapper. His admonitions were to "trap the birds on the square, or there would be a dead nigger for somebody to mourn over;" but whether the illustrous Jacob did work on the square or not is hard to tell, but it is so presumed.

to tell, but it is so presumed.

DRAWING
for the manner in which they should shoot next
took place, and this was done impartially. The day
was pleasant for the sport, though cool. It was one
of those February days that seemed to have halted
on its journey, and, amid surroundings of snow and
ice, thawing and chilly sunblanks, to remind us that
we are on the verge of spring.

tee, thawing and chilly sumblinks, to remind us that we are on the verge of spring.

While the anxious hundreds are being driven back from the table used by the contestants to load their gans, and they surmount every available spot that will be of service to them in having a good signt, and while the half hundred or more guerillas that always hang around a pugeon match to "scoop" in any missed birds are taking eligible position on the M's beyond the field, let a moment be given to the shooters in the order they come to the scratch.

N. DOXEN, OF HILHOUS, or "DOXEN, OB HILHOUS, and have a type of the Straightforward, honorable Western hunter—with whom he travelled 1,600 miles to look at the crack shots of the East and test their skill. Modest in dress, modest in words and all his dealings, his visit to the metropolis has gained him and his companion many triends.

polis has gained him and his companion many iriends.

ALVA MERRILL, OF BOSTON.

A new comer in this section. Thick set, and mutton chop whiskers of such a peculiar character has alva that he could never be forgotten. He was earnest, hopeful and expectant—and no doubt in its own town is a crack boy with the gun—and yester-day thought he could take the badge back to the "Hub;" but alva forgot, in the words of his backer, "that he was only a slouch of a countryman."

CAPTAIN BOGARDUS, OF ILLINOIS.

The readers of the Heaald know of this gentleman. Six feet or more in his stockings, broad shouldered and muscular as a giant, he is a man nover to forget. His modesty and genial bearing are too well known to here expandate upon and his skill with the gun has gone the world over. As before his report reaches the eyes of a million readers Bogardus will be speeding towards his Wossern Bonne it is fair to say he has made many friends in this section of the country—friends that will not this section of the country-friends that will no easily lose sight of him.

a quiet young gentleman, fresh from the country and came to town for a day's sport. He had a "six penny popgun," and if he had almed at the birds a title more, might have been successful in making a better score than he did.

desire score than he did,

GEORGE J. ROMER, OF POUGHREEPSIE,
a companion of Southard's, more like a genuine
backwoodsman, but in whatever manner he fixed
his cap or twisted the handkerchief about his neck
in hea of a collar, he did not seem to get the "hung
of the thing." George never was in a big sweepstake
before.

before.

CAPTAIN JONES, OF FIRE ISLAND,

a gentleman, used to the murmurings of the ocean, which probably led him into the idea that he is a first rate shot for pigeons; but, "with pistol or rife, right shoulder and left shoulder," he can beat the world—let him tell it.

HORACE RAMSEY, OF NEW YORK.

This was a nice young man, who looked as if he

HORACE RAMSEY, OF NEW YORK.

This was a nice young man, who looked as if he
might have been identified with mercantile pursuits.

Some said he had another name, but "Kamsey" was
his about the case of the control of t

is shooting cognomen.

Tinker, Paine and Taylor.

All know these crack shots. They are champions of ex-champions, and so will continue to be as long is they can put a trigger.

MILES JOHNSON, OF NEW JERSEY.

ne winner of the badge! From a quiet town in

Rew Jersey he hails, and is equally well known with the best shot in the land. In his numerous contests Miles has lost two or three fingers of one hand, but without them he holds his own, as apparent. Phain in dress and modest in action are his characteristics.

sewell—90, 10, 10 (here withdrew). Total, 6;

RUNNING NOTES-POLITICAL AND GENERAL

Governor Stevenson has stepped from the cane ottom chair of Governor of Kentucky into the vervet cashioned one of United States Senator. General Kilpatrick is talked of as the republican candidate for Governor of New Jersey. Joel Parker

scored, 2.
Time of Shooting—Two hours and forty-six min-

is the man for the democrats.

Governor Alcorn, of Mississippi, declines a seat in the United States Senate and goes for the retention of Senator Revols

Ex-Senator Morgan has purchased valuable property in Washington, and gossip says be intends to A bill has been introduced into the Wisconsin

Legislature to make valid in a court of justice a verdict agreed apon by eleven of the twelve jurors. Better make it a majority matter at once. Governor English, of Connecticut, is in favor of street cars running on Sunday. General N. B. Forrest has a poor opinion of the

Why don't the Rev. Dr. Vinton have something to say about our own beautiful Florida as a sani-A Western paper says we don't want St. Domingo.

because it is "only a big rock, situated in the Medi-

credit of Alabama in this city.

terranean sea, being of a hilly climate, and unable to support life with any degree of comfort." Mark Twain, Josh Billings, Petroleum V. Nasby nd other humorists ought to get up a banquet in honor of Bret Harte-he of the "Heathen Chinee"who is now in the city. It would be a rich affair.

Mme. Partington. Forney says "a great political party is like a corporation." He probably means a large corporation, like an alderman's.

The female element might be well represented by

The first steamboat accident that resulted fatally was the explosion of the boiler of the Cnief Justice Marshall, of New York, which occurred near Newburg, on the Hudson, on the 22d of April, 1839.

THE NEW HAMBURG SLAUGHTER.

Verdict of the Coroner's Jury-The Oil Train Employes Exonerated-The Disaster Caused by the Negligence of the Man in Charge of the Express Train-The Patent Brakes Not

Applied. POUGHEERPSIE, N. Y., Feb. 22, 1871. The Coroner's jury in the case of the New Ham burg disaster, after several hours' deliberation, have returned the following verdict:-

returned the following verdict:—
Suite of New York, County of Dutches,...On the 22d day of
February, 1871, on behalf of the people of the State of New
York, before Charles H. Andrus, one of the coroners for
the said county, on view of the bodies of teorger's. Benedict,
A. A. Gillett, A. W. Pease, Mrs. A. W. Pease, L. A. Root, R.
German, Morrell Fowler, Mary P. Fowler and their three
children; L. J. G. Nanerode, Kobert Voshurgh, James Staiford, W. H. Forbush, George R. Thompson, Peter Vosburgh,
W. R. Curry, R. H. Lowell, E. L. Mooney, E. H. Simmons
and James Humphrey, then and there I ying dead, upon the
oath of the jurymen, who, being duly sworn upon their
caths, say.

onths, say—
That said persons came to their death on the sixth day of Pebruary, at New Hamburg, in the county of Dutchess, State of New York, by saffocation, by fire or drowning, in consequence of a collision between the Pacific express train and a car loaded with crade persoleum thrown across the track of said train on which they were passengers. The jury believes sand tran on women they were passengers. The jury otherws that the oil train could not have been stopped soon enough to have prevented the accident; that the employes of the oil train used all the means at their command to promptly signal the coming express train; that the signal men did their duty in the premises; that the express train was half a mile from the obstruction when first signalled, and could have been stopped provided all the appliances had been effective; that from provided all the appliances had been effective; that from ome reason to the jury unknown the patent brakes were not dectively applied.

In winess whereof as well the said Coroner as the jurors foresaid have to this inquisition set their hands and seals the day of the date hereof.

C. H. Adden.

aforesaid have to this Inquisition set their hands and geals on the cay of the date hereof.

C. H. Andrus, Coroner; George W. Beatty, Paul Flagler, Herry A. Sutherland, John N. Candee, En Sutelis, Benjamin Van Loan and William W. Smith.

Award of Prizes in the Medical Department. The following prizes were awarded at the commencement exercises of the medical department of the University of New York, held February 21, 1871, at Association Hall :--

The Mott gold medal to M. Fernandez, of Costa Rica, Central America, for the best auatomico-surgical preparation.

The Mott silver medal to A. K. Baldwin, M. D., of New Jersey, for the second best anatomico-surgical

preparation.

Professor Charles A. Budd's prize to N. B. Sizer,
M. D., of New York, for having passed the best exantination in his department.

Professor Alfred L. Loomis' prize to T. S. Sumner.
M. D., of Alabama, for the best reports of his clinics.

Professor William H. Thomson's prize to E. P. Cook, M. D., of New York, for the best records of his

e'lnics.

Professor D. B. St. John Roosa's prize to Tien Hec, of Slam, for having passed the best examination in

his department.

Professor Faneuti D. Weisse's prize to William
Stoddart, M. D., of Wisconsin, for the best records
of his clinics.

THE COAL FAMINE IN PATERSON.

Popular Indignation Against a Railroad Company-Mass Meetings and Petitions So much Indignation is expressed in Paterson at

the high price of coal, which is now selling at fourteen dollars a ton, that an indignation meeting is proposed to be held on Saturday evening. The great trouble seems to be with the Dela-ware, Lackawanna and Western Railroad Company, which, during the closing of the canal, transports most of the coal for Paterson. They charge more per ton for coal delivered in Paterson than is per ton for coal delivered in Paterson than is charged through to Jersey City. The Paterson people demand that they be charged only a provaté for coal freignt, and a petition is being prepared to be sent to the Legislature to compel the railroad to do it. The suffering among the poorer classes is very great. Chestnut size is not to be had at any price. So great is the indignation that a riot is apprehended, resulting from an attempt at summary vengeance on the property of the railroad, whom the populace seem to consider responsible for much of the suffering. But as a fresh supply of coal is anticipated in a day or so it is hopeful that there will be no trouble in the direction referred to.

ENCOUNTER WITH A MAD DOC

The corner of Plane and James streets, in the city of Newark, was the scene yesterday of much excitenent. While a man named Martin Gallagher was ouletty passing along in the vicinity a large mastiff, foaming at the mouth and manifestry mad, made a lash for him. Gallagher had a carpetbag, and with this he held the animal at bay for a time, but it finally instened upon his clothing. He succeeded, however, in driving it of before it had bitten his flesh; and, luckly, officer Ety, of the police force, soon came along and poured the contents of four revolver barrels into the mastiff's body. The occurrence was witnessed by a great crowd of people.

HAMILTON, Ohio, Feb. 22, 1871. In consequence of the new wheel for the drawing for the Opera House and other prizes not having

RAPID TRANSIT.

Engineering Skill Still Exercised on the Subject.

The Plan of an "Atmospheric Elevated Railway."

The plan is to place along the street, at distances of from fifty to 100 feet, compound Gothic Iron arches, which shall span the street from curb to curb, at such an elevation as shall not interfere with the ordinary uses of the street. The bases of these arches will be strongly anchored beneath the curbstones in blocks of granite. The gastights will be supported on the ornamental columns, which take the place of the lampposts, and the telegraph wires will be carried on the arches, so that the streets may The arches are strongly connected with each other by means of a vertical, latticed or trussed girder firmly joined to it on either side by ties of suitable construction. Through the tubes, supported as described, cars carrying passengers are to be propelled by atmospheric power. There is also provision in the same set of arches for two or more sets of tubes for the transportation of mails and packages. The office of these compound wrought-iron arches

is to support a series of longitudinal tubes, to b over the middle of the street, in such a way as not to interfere with the ordinary uses of the street or with the light of the buildings along the line of the road. By this system there will be no disturbance or interference with the water, sewerage or gaspipes of the city, nor will travel be obstructed while the road is being built, which can be all done outside the city, and be ready to put up in a year's

time from the commencement.

The stations will be situated at distances of about one mile apart along the line, and will be provided with pneumatic elevators to raise passengers to and from the place of transit with perfect safety, thus obviating the necessity of going up and down stairs

The movement of the cars or trains along the line, as well as their arrival and departure from stations is made known at all points by the telegraphic de-vice which is automatically operated by the cars in passing, so that they are at all times under control, thereby securing absolute safety to passengers and properly. property.

At the several stations there will also, in addition

Property.

At the several stations there will also, in addition to the motive power, be located reservoirs containing compressed air, to be used when additional power is necessary for starting or stopping heavy trains. By means of connecting pipes these reservoirs will communicate with each other, so that the power stored up therein when taken from one may be amost instantly supplied by another. Thus power may be stored by engines when not otherwise engaged, and transmitted long distances, rendering it not only possible, but economical to make use of the waste power of manufactories, or water power located long distances away or beyond the city limits. It is to the power of compressed air transmitted for a distance of more than four miles (a thing impossible to do with steam) that we owe the completion of one of the grandest works of medera engineering—the Mont Cenfs tunnel. Deep in the recesses of the eternal Alps air furnished the engines with the power which, while it rent their bases asunder, gave ventuation and life to the tollers who, day and night, through long years, worked their way through, miles beneath their snow-capped summit.

With this outline of plan proposed my argument

thation and life to the toliers who, day and night, through long years, worked their way through, miles beneath their snow-capped summit.

With this outline of plan proposed my argument for its adoption, in brief, is this:—

The question of and for the hour is rapid transit, not for five years hence or the next generation, but this generation. The demand comes from all classes, trespective of party. It concerns the whole city. Especially does the demand come from the laboring classes, those whose hamble means compel them to live long distances from their work or accept the fearful albermarive of living in crowded tenement houses, the victims of disease and death. Traffic and commerce demand it. The welfare and prosperity of the city demand it. It is evident that some objection will be urged against any plan which can be devised.

The question, then, is how can the object desired nest be accomplished with the least detriment to the rights of property owners along the route proposed? What plan can be constructed and operated which will reduce the damages to such an amount, should it appear that any are sustained, that ample and just compensation may be rendered therefor? What plan will meet the demand in the least time, and interfore least with existing means of transit?

After some years careful study of the subject and examination of various plans, united with some practical railroad experience, I believe the improved atmospheric elevated railway more completely than any other plan embodies the most progressive and best practical engineering science of the day, and, therefore, is that best calculated to meet the demand, and is that against which least objection can be urged, for reasons I will briefly enumerate:—

enumerate:—

First—Double the speed and more of any other plan can be obtained by this system of transportation. "Time is money" in New York, if anywhere, and people will travel by that time which will save most of it.

Scrond.—While it, gives double the speed of any

Second—While it gives double the spessingers, steam road it secures absolute safety to passengers, the motor being air, there is no fire-carrying engine to explode, to burn or destroy either passengers or the track. No collisions can occur, along the line. No collisions can occur, and the track. While it gives double the speed of any

The motor being air, there is no fre-carrying engine to explode, to burn or destroy either passengers or property along the line. No collisions can occur, and it is impossible for the cars to get off the track. In no way can passengers, should any accident occur, be precipitated to the streets beneath, as would be the case in any other pian, endangering the lives of all.

Third—This railway being a covered way cannot be obstructed by snow or ice, or by the action of the elements, nor by the ordinary causes of obstruction in street travel, which this railway does not in any way endanger or interrupt.

Fourth—Capital can be raised to build this railway, and it can be completed in one year's time from its commencement. It will relieve the streets of a large number of drays for furnishing transit for freight, thus rendering locomotion, which at times is aimost impossible. less dangerous on the street and at crossings.

Fifth—As the time required for transit is less than by any other pian, it accordingly has capacity for transporting a greater number of passengers. It being principable to send trains more frequently.

Sectio—It is impossible for cars running in this railway to frighten norses entire to signit or sound—a danger inseparable from other systems, and which must frequently endanger both the and finb.

Seconth—The atmospheric railway possesses advantages over any other in a sanitary point of view. In it the air will be cool in summer and free from dust, smoke or einders. The current of air constantly passing through the tubular way is taken from sources where it can be obtained periectly pure, secures the most agreeable and heath-giving ventiation, together with a comfort and luxury heretofore unknown in travel.

Eight—From the fact that no locomotives are reerctofore unknown in travel.

Eighth—From the fact that no locomotives are re-

quired in the atmospheric rainway the cass can be reduced to the minimum weight necessary to convey the passengers, and the danger of the superstructure giving away is almost entirely removed. As a consequence the necessity for repairs constantly rendered necessary where a heavy motor runs over the track seldom occurs to interrupt or endanger travel, and, as a result of this more economical operation, a cheaper rate of fare can be afforded than by any steam road.

mation, a cheaper rate of fare can be afforded than by any steam road.

Nuth-In the "improved atmospheric elevated railway" grades equal to 500 feet per mile can be readily surmonnted—a result impracticable with a locometive or heavy motor. This railway can, therefore, be adapted to the varying grades of the city and be successfully operated, it will be ornamental to the streets along which it passes, and by furnishing safe and rapid transit without hindrance or annoyance to street cars or other means of transit, will build up business along the line, and, therefore, will be welcomed as a benefit by all who will appreciate the great value of having a residence or place of business located on a thoroughtare possessing such advantages.

In conclusion, I will state that the plan in all its details has been carefully examined by a number of engineers, who endorse it and pronounce it feasible. One of the number, Mr. M. O. Davidson, C. E., of acknowledged abouty and extended practical experience, visited England and fully investigated the pneumatic system in successful operation there. Since that time great improvements have been made in various directions in the motive power, and especially in lessenting the cost of construction, and these nave been embodied in the plan now respectfully submitted for your consideration. Very respectfully.

Davidson's Plan—Tar "Metropolitan Safety by any steam road.

Ninth-In the "improved atmospheric elevated Ninth-In the "improved atmospheric elevated"

Davidson's Plan-Tae "Metropolitan Safety NEW YORK, Feb. 14, 1871.

To the Editor of the Herald:—

1 read with much interest in your cuttion of to-day several articles on the subject of rapid transit. And more particularly was I interested in the article which assigns as the reason for speedy relief from the slow and uncertain means of travel through and across our beautiful island, the certainty of accident to one or more of our terries and consequent fearfal ess of life to many of our valuable citizens and friends. I can fully demonstrate to any of our citizens that the bill that was offered in the Senate on the 10th inst., to incorporate the Metropolitan Safety Railway Company, contains all the elements neces sary to a speedy solution to the problem. The advantages claimed for the plan as proposed by the gentiemen named in the bill are as follow:--

First—Its adaptability to any route that can be selected from the Battery to Harlem river, or further if need be.

Second—The actual cost of the structure can be determined the and substantial parties now stand

ready to perform the work at prices now in my hands, so that capital can see exactly where it is going and how it is to be used.

Third—It is much cheaper to build, and when built can be run and kept in repair at much less expense than an ordinary surface road, and consequently insures to the public cheap transit.

Fourth—It insures the most perfect safety at any speed, as, by the use of subsidiary wheels and rails, it becomes impossible to get the cars from the rail, and persons may travel to and from and fed justly) as safe as in their pariors or drawing rooms.

Fight—The road as proposed offers no obstruction to any street through which it may pass, even while being erected, as it can all come from the shop complete in sections, and put up, thus not interfering with any of the ordinary business of the city.

Sizth—Once up it does not materially affect light or ventilation; cannot be obstructed by snow or ice, or affected injuriously by extreme changes of temperature; is not at all noisy; will not frighten horses.

Seventh—Can be built with four tracks to Harlem river in two years and

horses.

Seventh—Can be built with four tracks to Harlem river in two years and equipped with 300 cars and eighty dummy locomotives for \$1,200,000 per mile, and twenty trackmen can keep the whole plant in years.

repair for the first ten years.

Righth—Can carry 10,000 people per hour on one road with four tracks, and can do this at any and all

road with four tracks, and can do this at any and all seasons of the year.

Ninth—The plant, as proposed, will sustain with perfect safety 1,000 tons distributed on each section of sixty feet, thus rendering it possible to carry freight if needed.

Tenth—In any street or avenue through which the road passes ail lamposts, awning posts, telegraph poles, &c., can be removed, as the columns of the viadnet can be used for all such purposes, thus really removing instead of creating obstructions. Belleving that our plan is the most feasible offering yet made, and soliciting a hearing in your valuable columns, I am yours,

M. T. DAVIDSON, Engineer.

Underground Railroad Under the Sidewalk. TO THE EDITOR OF THE HERALD:-

While I admire your liberality in publishing the many schemes or plans for "rapid transit," permit me to lay before you one which I think caerp, substantial and possessing the merit of ready construc-tion; and, as the city government serves us with street light and water, they also ought to give transit to enjoy those luxuries. My plan would be to have the sidewark at each side of Broadway from Bowling Green or City Hall tunnelled, which, by the Bowling Green or City Hall tunnelled, which, by the way, is nearly so at present, to the required depth, At Canal street use fron thes up to Union square and a solid wall of stone fronting Broadway; tunnel brick, lighted from top, ventilated from side streets and basements; entrances to depois on the route on side streets. Take Union square centre, make a grand circular depot, something on Vanderbit's Forty-second street plan, then connect with Third avenue; take twenty or twenty-five feet of the rear of each let up to Harlem river, build a substantial single track road, one side up and the other down, with a wall of brick or corrugated iron in front of roar of the houses up; bridge each street with stone or iron, and depots on side streets. From Union square to the left, strike Ninth avenue, and run the same as on Tibird avenue, taking the same amount square to the cell, strike Ainth avenue, and rin the same as on Third avenue, taking the same amount of ground for west side accommodation. This would give steam facilities for the length of the island, and the horse cars for shopping and local purposes. If this meets your approval I think I can get work-ing drawings and a general feature of the plan sketched by a competent artist.

J. B.

FINANCIAL AND COMMERCIAL.

Wall, Street,)
Wednesday, Feb. 22-6 P. M. {
The anniversary of Washington's birthday was observed strictly as a holiday in Wall street. The various boards, the banks and the brokers' offices were closed. Even the usual knot of gold operators who were wont on former holidays to haunt the Gold alley remained at home, and left the market without later quotation than that of Taesday even-

ing, when it closed 111% a 111%. following are the latest prices of the active stocks:—Western Union Telegraph, 49 a 49 ; Quicksilver, 14% a 15; Pacific Mail, 43% a 44; New York Central, consolidated, 94% a 94%; New York Central, scrip, 90% a 90%; Erie, 21% a 22%; Reading, 99 a 9914; Lake Shore, 941; a 9414; Northwestern, 7014 a 77; do. preferred, 86% a 86%; Rock Island, 107% a 107%; St. Paul, 52% a 53; do. preferred, 74% a 74%; Wabash, 53 a 53%; Ohio and Mississippi, 35% a 35%; Boston, Bartford and Erie, 23% a 23%; Union Pacific, 21% a 21%; Columbus, Chicago and Indiana Central, 17% a 18.

the Treasury Department will commence the prepayment, without rebate, of the March interest on the ten-forties on Friday next, February 24. THE MINNESOTA REPUBLATED BONDS.

A correspondent communicates the following on the subject of the repudiated Minnesota bonds, the redemption of which is at present agitating the

For eleven years the Legislature of that State has assumed that its hands were tied by an amendment of the State constitution, which, after the bonds were issued, under a pleage of State faith and credit was amended de facto, so as to forbid the taking effect of any law to provide for the interest or principal of certain State bonds issued to railroads, signed by the Governor and impressed with the great seal of Minnesots, unless submitted to and united in an opinion that the bonds are contract protected by the constitution of the United States They say:—"The duty of the Minnesota Legislatur rized these bonds at the time of their issue and taxation for their payment. The subsequent suppression of the power of taxation for the payment of
the bonds destroys their value and is vold, as repugnant to the constitution of the United States."
The opinion is the more interesting in view of the
recent recommendation made by the Governor of
Indiana—that the Indiana constitution should be
amended, to prevent its Legislature from in any
manner recognizing the Wabash and Frie Canal
stock for which that State pledged its faith.

NORTH CAROLINA BONDS. A gentleman recently from Raleigh, who while there was at the pains of making a thorough investigation of the finances of the State, sends the following with reference to the later or newer issues, or those which will be more particularly the subject of the action to be taken by the proposed State convention:--

the action to be taken by the proposed State convention:—

The total amount of new bonds outstanding October 1, 1870, was \$9,336,845; and of this amount all but \$450,000 are unquestionably just as good as the old bonds. The only new bonds about which there is any question are \$160,000 rententary bonds, issued under act of Assembly August 24, 1863, and \$350,000 still outstanding of an issue of \$2,000,000 issued to the Chatham Railroad, under act of Assembly, August 1a, 1883. These last were pronounced unconstitutional by the Supreme Court, and \$1,550,000 were returned to the State Treasurer, leaving \$550,000 outstanding, as above stated. These must not be confounded with an issue of \$1,200,000 to the same road by ordinance of the convention of 1865, chapter 19, the validity of which has never been questioned. In regard to all the other new bonds there is no kind of doubt but that they are in every respect just as good as the "old"—no better and no worse. Representative men of both pointical parties agree in thus, as do the people of the State generally. One cause, and perhaps the chief cause, of the remarkable decline has doubtless been that many persons considered these new bonds as identical with the special tax bonds, about which there has no doubt been a great deal of fraud, and speculators encouraged this impression and used it, together with the fact that a very lew of the new bonds were doubtful, as a handle to depress the price. The singma resting on the special tax bonds is that the roads to which they were Issued never derived any benefit from their saie; the officers of the roads getting possession of them in a lump before any work had been done on the roads and selling them and putting the money in their own pockets.

An article from the pen of Sheppard Homans on the growth of life insurance in the United States, published in a recent number of the American Live Assurance Magazine, contains the following, which

pablished in a recent namoer of the American Live will be read with much interest...

A very remarkable example of the effect of the human will, although exercised unconsciously, perhaps, has been developed by the experience of our life companies. This is in the selection by an individual from among the different kinds of pelicies issued by the company—these are in general for a short term of years, for the whole life, or where the manyance is payable on the attainment of a given age, or at death if prior. The first would naturally be selected by such persons is had some reason to fear that they would die before the close of the term of years (and which reason might not be discernible by the xeenest medical examiner; the second would naturally be selected by persons who had no reason to believe that death would occur sooner or later than the average, but who, knowing that death must occur, desire to make provision for their families. The third class would, on account of the increased premium, be chosen only by those persons who had some reason to think that they would live to enjoy the money. As a result in our largest American company we find that the annual mortality among holders of short term policies has been 1.75 per cent, whole life policies has been 0.99 per cent, endowment assurance policies has been 0.99 per cent.

The Coroner's inquest in this case was held yes-

terday at Treaton. The unfortunate man who was boiler maker. It is stated that he has two cousins, also boiler makers, in Jersey City. The jury rendered a verdict of "Accidental drowning," and construct the city authorities for net placing a bridge at the Furman street crossing

The William Street Fire.

The following is the amount of insurance on the building of Dietz & Co., in the rear of 128 William street, destroyed by fire at an early hour yesterday morning:-State of New Jersey, \$2,500; Etna, of Hartford, \$3,000; Exchange, \$3,000; Mechanics A Traders, \$2,500; Astor, \$3,000; Lafayette, \$2,500; Security, \$2,500; Astor, \$3,500; Milamsburg City, \$2,500; Citizens' \$3,000; Globe, \$3,000; Hoffman, \$2,500; Metropolitan, \$2,500; St. Nicholas, \$3,000; State, of Cleveland, \$2,500; Lycoming, \$2,500; Arotic, \$2,500; Guard, \$3,000; Commercial, \$2,500; New England, \$2,500; and Occidental, of San Francisco, \$3,000; Astorial San Francisco, \$3,000; Astoria

New England, \$2,500; and Occidental, of San Francisco, \$2,500.

Jesaup & Moore, paper dealers, No. 128 William street, sustained a loss of \$10,000, insured for \$55,500 in the following companies:—North American, of Philadelphia, \$2,500; Nartagansett, \$5,000; Franklin, \$5,000; Columbia, \$2,500; North American, of Hartford, \$2,500; Mechanies, Brooklyn, \$2,500; Security, of New York, \$5,000; Etna, of Hartford, \$7,500; Pacific, of California, \$6,000; People's, \$5,000; American, of Philadelphia, \$5,000; Pennsylvania, of Philadelphia, \$5,000; National, of Eoston, \$1,500, and North American, of Philadelphia, \$1,500,

McDonald & Co., stationers and printers, who occupied the second floor of No. 29 Beekman street, sustained a loss to stock of \$12,000. Insured for \$14.700, in the following companies:—Etna, \$3,200; Western, \$1,500; Star, \$1,400; Westchester, \$2,000;

Pacific, \$1,500; Mar, \$1,400; Westchester, \$2,000; Pacific, \$1,500; Metropolitan, \$1,200; Lycoming, \$1,500, and Atlantic \$2,400.

E. C. Bridgeman & Co., manufacturers of maps, who occupied the third floor of the above building, sustained a loss of \$5,000. Insured for \$13,500, in the following companies:—Home, \$6,000; Globe, \$1,500, and \$1,500 in four other companies whose names could not be ascertained.

Fire at Medina, N. Y .- Loss \$33,000. MEDINA, Feb. 22, 1871. A fire broke out this morning, at one o'clock, in F. P. Hunt's tin shop, and before the flames were extinguished five frame and two brick buildings were burned, involving a loss estimated at \$33,000. The hydrants were irozen and the firemen had great difficulty in getting water.

Large Fire in Petersburg-Loss \$80,000.

RICHMOND, Va., Feb. 22, 1871. A fire in Petersburg last night destroyed tw buildings occupied by J. T. Morris, furniture dealer. and R. A. Martin & Co., commission merchants. The latter contained 800 hundred bales of cotton, of which 500 bales were destroyed. The loss is \$80,000, insured, \$50,000.

MARRIAGES AND DEATHS.

Married.

Married.

Bascock—Woodrupp,—On Tuesday, February 21, at the residence of the bride's father, by Key. William H. Horphower, D. D., of Paterson, N. J. Courriandt G. Babcock to Mary B., daughter of Hon. L. B. Woodruff, all of this city.

Blairs—Bennett—On Thursday evening, February 10, at the Madison avenue Baptist church, by the Rey. Mr. Elder, William T. Blaß, Jr., to Sadte R. Bennert, daughter of the late Captain John Bennett, all of this city.

Cahill—Shaw.—On Sunday, February 19, by the Rev. Dr. Delayeene, Eugene C. Cahill, of New York, to Elizabeth Woodsworth Sinaw, daughter of the late Dr. Shaw, of Wilmington, N. C.

Wilmington and Philadelphia papers please co py. Carton—Kieby.—On slonday, February 20, at the Church of the Epiphany, by the Rev. Edward Orr, Hugh Carton, Esq., of Albany, to Mary, cangiter of Cornelius Kirby, Esq., of this city.

Higdins—Jeffens.—On Wednesday, February 22, at the residence of the bride's parents, by the Rev. P. A. Jay, Gilberts. Higgins, of Shrub Oak, N. Y., to Lizzie, daughter of George Jeffens, Esq., of New Milford, N. Y. No ciggis.

Kinzey—Klerm.—on Tuesday, February 21, by the Rev. H. B. Ridgaway, William Kinzey, to Adelaide Kleim. No Cards.

Mares—Shand.—On Tuesday, February 14, by the Rev. Charles F. Lee, William E. Mapes to Miss Kate L. Shand.

MURRAY—Barnaed.—At Calvary church, on Tuesday, Fobruary 11, by Rev. Dr. Washdurne, Wisner Murrhy—Slater.—On Tuesday, February 21, at mard, of this city.

Murphy—Slater.—On Tuesday, February 21, at

MORRAY to GESTRODE, daughter of Chauncey Bar-nard, of this city.

MURPHY—SLATER,—On Tuesday, February 21, at
St. Teresa's church, by the Rev. Hugh Flattery, John
J. MURPHY, of New York, to MARY A., eldest daugh-ter of John Slater, of Fort Hamilton.

VAN WIE—Wood.—In this city, on Tuesday, Feb-ruary 21, at the residence of the bride's sister, Mrs.
F. Whitemore, by the Rev. J. Bach, D. D. JUSTUS
H. VAN WIE to HELEN WOOD, all of this city.

Died.

Died.

Anderson.—On Tuesday, February 21, James R.
Anderson, aged 35 years and 4 mouths.

The relatives and friends of the family, also the members of Scotia Lodge, No. 634. F. and A. M.;
Copestone Chapter, No. 203. R. A. M.; Templar Lodge, No. 203; Tabernacle Lodge, No. 598; Copestone Lodge, No. 641, and the members of the Caledonian and Lincoln Clubs are respectfully invited to attend the funeral, from the Methodist Episcopal church, Thirtieth street, between Eighth and Ninth avenues, on Friday morning, at eleven o'clock.

Copestonk Chapter, No. 203, R. A. M.;—
Companion, You are hereby summoned to attend a special convocation at the Chapter rooms, 65 west "hirty-fourth-street, on Friday next, the 24th inst., at half-past ten o'clock, for the purpose of paying the last trionic of respect to our late most cminant Companion, James H. Anderson.

By order of the M. E. H. P.

W. Brick, Secretary.

Bainbeidge.—On Tuesday, February 21, after a lingering illness, John R. Bainbeidge, in the 70th year of his age.

The relatives and friends of the family are respectfully invited to attend the family are respectively i

The relatives and friends of the family are res fully invited to attend the funeral, without further notice, from his late residence (new) No. 126 Dean street, Brooklyn, this (Thursday) afternoon, at three

Princeton, Trenton, Mateawan (N. J.) and Warsaw Princeton, Trenton, Mateawan (N. J.) and Warsaw (N. Y.) papers please copy.

BECK.—On Tuesday, February 21, GERTIE E., tufant danghter of Charles C. J. and Phoebe A. Beck, aged 9 months and 23 days.

Relatives and friends of the family are requested to attend the funeral, from the residence of her parents, 440 East Seventy-minth street, this (Thursay) atternoon at one o'clock.

BEGLEY.—Ou Tuesday, February 21, OWEN, son of Bridget and the late Peter Begley, in the 27th year of his age.

his age.

The relatives and friends of the family are respect-

The relatives and friends of the family are respect-inly invited to attend the funeral, from the resi-dence of his mother, No. 99 Vandam street, this (Thursday) afternoon, at two o'clock. REUSH.—On Wednesday, February 22, at the resi-dence of her uncle, Charles Missing, 19 Conseives street, Brooklyn, F. D., ANNIE LIZZIE BRUSH, only daugnter of Mrs. Mary J. Alston and the late Gabriel D. Brush.

daughter of Mrs. Mary J. Aiston and the late Gabriet D. Brush.

Notice of funerat in fo-morrow's papers.
Callenper.—In Brooklyn, on Tuesday, February 21, Mills S. Callenper, aged 44 years.
Funeral will take place from No. 49 Cheever pizce, Brooklyn, this (thursday) noon, at twelve o'cleck.
Casev.—On Wednesday, February 22, John Highes, Infant son of John and Louisa Casey, aged 1 year 7 months.

CASEY,—On Wednesday, February 22, John Hughes, Infant son of John and Louisa Casey, aged 1 year 7 months.

The funeral will take place this (Thursday) afternoon, at two o'clock, from his parents' residence, 312 Third street.

COHES.—On Wednesday, February 22, at noon, Sarah, wife of Samuel M. Cohen, in her 32d year.

The relatives and friends of the family are invited to attend the funeral, on Friday morning, at half-past under o'clock, from her late residence. No. 36 West Forty-fifth street.

COK.—On Theesday, February 21, Nancy, reliet of Joseph C. Cook, in the 67th year of her age.

The friends and relatives of the family are invited to attend the funeral, from the residence of her sonin-law, A. W. Overbaugh, 319 South First street, Jersey City, on Friday morning, at half-past nine o'clock. The remains will be taken to Hackettstown, N. J., for interment.

CONNORS.—Suddenly, on Tuesday, February 21, Michael, Connors, aged 55 years.

The friends of the family are respectfully invited to attend the funeral this (Thursday) afternoon, at half-past one o'clock, from his late residence, in Fifty-mith street, between First avenue and avenue A.

CONROY.—On Monday, February 29, Johanna.

Fifty-ninth street, between First avenue and avenue A.

Conroy.—On Monday. February 20, Johanna, relict of Michael Conroy, in the 59th year of her age.

The relatives and friends of the family and those of her son-in-law. Jereman Walsh, are respectfully invited to attend the funeral, this (Thursday) morning, at haif-past nine o'clock, from her late residence, 570 West Thirty-fifth street, thence to the Church of the Holy Innocents, in Thirty-seventi street, near Broadway, where a solemn requient mass will be offered for the repose of her soul.

Dieden,—On Thesday, February 21, Jean Francois Huerer Dieden, in the 52d year of his age.

The funeral will take place this (Thursday) morning, at ten o'clock, from the Church of St. Vincent dePaul, Twenty-third street.

Brogge.—On Wednesday morning, February 22, at eight o'clock, Anna Redecca Droge, the beloved wife of Claus Droge, aged 39 years, 1 month and 17 days.

The relatives and friends of the family are re-

days.

The relatives and friends of the family are respectfully invited to atend the funeral, from her late residence, 224 Madison street, on Friday aftermoon, at one o'clock.

DRUMMOND.—At the Home for incurables, West, Farms, on Mouday, February 20, William C. DRUMMOND, and 84 years.

DRUMMOND.

Farms, on Monday, February 20, which farms, on Monday, February 20, which was a ged 84 years.

Funeral from the Home, this (Thursday) morning, at half-past eleven o'clock. Trains leave Twenty-sixth street and Fourth avenue for fromont at half-past ten o'clock.

Washasday, February 22, George past ten o'clock.

FARCHILD.—On Wednesday, February 22, George
ALFRED FARCHILD.

The relatives and friends of the family are juvited
to attend the funeral, from the residence of his
lather, 350 East 114th street, on Friday mothing, at
eleven o'clock.

GAIR.—On Tuesday, February 21, Dance of the control of

oleven o'clock.
GAIR.—On Tuesday, February 21, Robert Walter, only child of Robert and Emma Gair, aged 1 year and 5 months.
Funeral will take place from the Catholic Apostolic church, between Sixth and Seventa avenues, this (Thursday) afternoon, at one o'clock.
GARNISS.—On Tuesday, February 21. at Mount Vernon, Westenester county, Joseph Garniss, in the 76th year of his age.
The funeral will take place at the Reformed Church

of Mount Vernon, this (Thursday) afternoon, at one o'clock. The relatives and friends of the family are invited to attend. New Haven train leaves New York at half-past eleven o'clock A. M. Haaty.—On Wednesday morning, February 22, after a lingering illness. Mary, beloved wife of Thomas Healy, a native of Maryborough, Queens county, Ireland, aged 24 years.

Haaly.—On Wednesday morning, February 22, after a lingering ithess. Mary, beloved wife of Thomas Healy, a native of Maryborough, Queens county, Ireland, aged 34 years.

The relatives and Iriends of the family are requested to attend the funeral from the rendence of her husband. 343 First avenue, corner of Twentisth street, on Friday afternoon, at half-past one o'clook. The remains will be taken to Calvary Cemetery.

Hogarry.—On Tuesday, February 21, Wa. D. Hogarry, in the 28th year of his age.

The relatives and friends, the Conference of St. Paul the Apostic and the members of St. Paul's institute are requested to attend the funeral from his late residence, 70 Eighth avenue, corner Fity-seventh street, this (Thursday) morning, at half-past line o'clock, thence to Cauron of St. Faul, corner Nath avenue and Fifty-ninth street, where agoign mass of requiem will be celebrated.

Members of the Sparkling Coterie are requested to meet at their rooms, 783 Eighth avenue, at half-past eight A. M. this day, to attend the funeral of our deceased member, Wm. D. Hogarry.

Kereswy.—On Tuesday morning, Pebruary 21, at his residence, 12 Wyckoff street, Brooklyn, Januak Kereswy, aged 30 years.

The friends of the family are invited to attend the funeral, this (Thursday) morning, at ten o'clock, from St. Paul's church, Court st., corner Congress where a mass of requiem will be offered for her repose of his soul, and thence to Calvary Cemetery for interment.

KNAPP.—At Piermont, Rockiand county, N. Y., on Tuesday afternoon, at one o'clock.

LAWRENCE.—On Tuesday morning, February 21, after a short and severe liness, John S. Lawarnes, this (Thursday) afternoon, at one o'clock.

MONK.—On Sunday, February 19, Mary Angela. wile of William W. Monk and daughter of George's church, Stayeesant square, on Friday afternoon, at it we o'clock.

MONK.—On Sunday, February 19, Mary Angela. wile of William W. Monk and daughter of George's church, Court of the family are respectingly invited to attend the funeral, rom St. George's church, Court of

from the residence of her parents, No. 3-Van Nest place.

MORGAN.—On Monday, February 20, EDWARD MORGAN, of consumption, in the 31st year of his age.

The relatives and friends of the family, also the Thomas Coman Association, are invited to attend the funeral, from his late residence, 521 Pearl street, this (Thursday) morning, at hine o'clock; thence to St. Andrew's church, Duane street, where a requiem mass will be oftered for the repose of his soul. The remains will be taken to Caivary Comeacry for interment, at one o'clock P. M., from the church.

NOTICE.—The members of the Thomas Coman Association are requested to be at their rooms this day, February 22, at twelve o'clock M, to attend the funeral of our late brother member. Edward Morgan.

JULES MALLAY, Secretary.

THOMAS COMAN ASSOCIATION.—At a special meeting of the Thomas Coman Association, held at their rooms, 331 Fearl street, on Wednesday evening, February 22, the following preamble and resolutions were adopted:

vere adopted:
Whereas it has pleased the Almighty in his divise wisdom to remove from our midst our late associate, Edward Morgan, therefore it is becoming in us to express in a fitting manner our sense of our great

Edward Morgan, therefore it is becoming in us to express in a fitting manner our sense of our great loss.

Resolved, That we deeply regret the loss of our late brother member, Edward Morgan, who endeared himself to us as a friend and a companion.

Resolved, That we tender to the afficient family of our deceased friend the assurance of the warmest sympathy in this their bereavement, and trust they will look to Him who can give them that support which will sustain them in their affiction.

Resolved, That the members of the Thomas Coman Association attend the funeral in a body.

Resolved, That the members of the Thomas Coman Association attend the funeral in a body.

Resolved, That the preamble and resolutions be published in the Herald, Sunday Mercury and News.

CHARLES MALVEY,

JOHN M. O'BRIEN.

PATRICK REANS,

MCGIETTIGAN.—On Wednesday, February 22, EDWARD McGETTIGAN.—On Wednesday, February 21, HENRY, and of clock; thence to Calvary Cemetery.

MCGLYNN.—On Tuesday, February 21, HENRY, aged 5 years, 2 months and 14 days, also Joseph, aged 1 year, 4 months and 2 days, the beloved children of Bernard and Jane McGlynn.

The relatives and triends of the family are respectfully invited to attend the funeral, from the residence of their parents, 31p East Twenty-first street, this (Thursday) afternoon at two o'clock.

Pitter.—AMELIA PETER, eldest orangater of William and Mary Ann Peter, aged 12 years, 4 months and 18 days.

The funeral will take place this (Thursday) after-

and 18 days.

The funeral will take place this (Fhursday) after-

noon, at one o'clock, from the residence of her parents, 114 Mulberry street. The friends of the family are respectfully invited to attend.

PIERCE.—On Monday, February 29, ANSA C. Hitt.,

PIERCE.—On Monday, February 29, ANNA C. Hull, wife of J. Leverett Pierce.

The relatives and friends are invited to attend the funeral, this (Thursday) afternoon, at two o'clock, from the residence of Mahlon T. Hewus, 183 Gates avenue, Brooklyn.

PFLAUM.—At Union Hill, N. J., after a lingering sickness, Thereisa, wife of N. Pflaum, in the 33d year of her age.

The relatives and friends are invited to attend the funeral, this (Thursday) morning, at ten o'clock, from her late residence, in Franklin street, Union Hill, N. J.

Rigney.—In Morrisania, on Wednesday, February

Hill, N. J.

RIGNEY.—In Morrisania, on Wednesday, February
22, P. H. RIGNEY, in the 40th year of his age.

The friends are respectfully mythed to attend the
funeral, at St. Augustine's Church, Morrisania, on
Friday morning, at half-past ten o'clock. His remains will be taken to Woodlawn. Gematery for interment.

Milwaukee papers please copy.
SCANLON.—Suddenly, on Monday, February 29,
THOMAS SCANLON, native of the county Sligo, Ire-land, in the 63d year of his age. Relatives and friends of the family, also th of his brothers, Bartholomew and Peter, are respectfully invited to attend the funeral, this (Thursday) morning, at mae c'clock, from St. Lawrence's church, Eighty-lourth street, Fourth and Madison church, Eighty-fourth street, Fourth and Madison avenues, where a solemn requiem mass will be offered for the repose of his soul; thence to Calvary Cemetery for inferment.

SCHULTZ.—On Thesday, February 21, REBECGA SCHULTZ, aged 46 years, 9 months and 21 days.

The relatives and friends of the family are invited to attend the funeral from ner ister residence, 255 Gold street, Brooklyn, this (Thursday) afternoon, at two O'clock.

SCOTT.—In Hudson City, N. J., of consumption, RACHEL ANN, wife of Joseph M. Scott, in the 26th year of her age.

year of her age.

The relatives and friends of the family are invited to attend the funeral, from the Reformed Dutch chirch at Bergen, on Friday afternoon, at two

chirch at Bergen, on Friday afternoon, at two o'clock.

SMITH.—At Scacaucus, N. J., on Monday, February 20, Mary SMITH, daughter of the late Daniel Smith, in the 63d year of her age.

The friends and relatives of the family are respectfully invited to attend the funeral, from the residence of her nephew, William R. Neve, Washington avenue, near Monticello avenue, Bergen, Jersey City Heights, this (Thursday) morning, at eleven o'clock. STELLE—On Saturday evening, February 18, at his residence, near New Brunswick, N. J., suddenly, PETER R. STELLE, aged II veers.

The relatives and friends of the family are respectfully invited to attend the inneral, from his late residence, on Saturday afternoon at one o'clock, and from the First Baptist church, at New Brunswick, at half past two.

haif past two.
Topping.—On Wegnesday, February 22, Maria Leonard, daughter of William and Josephine Stuart

Topping.—On Wednesday, February 22, Maria Leonard, daughter of William and Josephine Stuart Topping, aged 21 years.

Nouce of funeral hereafter.

Van Dyke.—On Wednesday, February 22, at his late residence, No. 154 Suffiyan street, Priese L. Van Dyke, Jr., in the 37th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from St. Ambrosechapel, corner of Prince and Thompson streets, on Saturday afternoon, at one o'clock.

Van Teyl.—In Brocklyn, on Thursday morning. February 16, Kate Clipton, wife of Andrew Van Tuyl. of disease of the heart.

Notice of funeral hereafter.

Wallace.—On Wednesday, February 22, at the residence of her father, John Pye. Fourth avenue, near eighty-math street, Joanna Wallace, wife of William M. Wallace, aged 25 years.

Notice of funeral hereafter.

Williams.—Suddenly, on Tuesday, February 21, at Smithtown, L. L., William H. Williams, brother in-law of Albert Miester, of New York city.

Funeral will take place this day (Trursday).

A T 274 SEVENTH AVENUE, NEAR TWENTY-SIXTH, A street. Mr. ABRAHAMS will pay the best prices for ladies' and gents' cast of Clothing; also Furning. Carpets, by calling or addressing. Ladies attended to by Mrs. Abrahams.

A T. 8. MINTZ'S, 422 FOURTH AVENUE, BETWEEN A Twenty-ninth and Thirtieds streets, indies and gentlemen will be astonished at the great prices R. MINTZ pays in cast for cast-off Conting, Carcett, Jeweiry, as we have large or ders for the Western and California trade. Call, or a not through post will be punctually attended to by Mr. or Mrs. Mintz.

AT THE UP TOWN ESTABLISHMENT, Sie SIXTH avenue—Ladies and centiemen will positively receive fo per cent more than elsewhere for Cast-off Clothing, tarpels, Furniture, &c. We will pay for Dreasen from 810 to 840; Conta, Trom \$4 to \$10; Pants, \$3 to \$8 Address Mr. or Mrs. Flatfu. AT ROWARD MILLER'S WELL KNOWN ESTABLISH-ment, 160 Seventh avenue, near Ninoteenth street, the full value paid for east-of Clothing, Carpets, e.c., by calling on or addressing Mr. or Mrs. MILLER.

MRS. OBEISKY WILL PAY 100 PER CENT MORE than any other dealer for Ludies' Cast-off Westing Apparel, by calling at or addressing 100 Chatham street.

FRENCH ADVERTISEMENTS. O'N DEMANDE UNE JEUNE FILLS DE 18 ANS pour soigner un enfant et coudre, une de 16 ans pour soigner un baby. S'adresser au 210 Easi 74me rue.

INE FRANCAISE, PROTESTANTE, DESIRE SE

UNE FRANCAISE DEST RE SE PLACER POUR